GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA

STARRED QUESTION NO:179
ANSWERED ON:03.03.2003
VIOLATION OF AIR SPACE
NEDURUMALLI JANARDHANA REDDY;VILAS BABURAO MUTTEMWAR

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether recently there have been a spurt in incidents of violation of Indian Air space including flying over no-fly zone;

(b) if so, the details of such violations noticed during the last three years and the current year;

(c) whether any enquiry has been conducted in this regard;

(d) if so, the outcome thereof;

(e) the action taken or proposed to be taken against the guilty crew members;

(f) the authority responsible for monitoring the no-fly zone;

(g) the reasons for its failure to check the violation of no-fly zone; and

(h) the action proposed to be taken against the negligent officers?

Answer

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN)

(a), (b), (c), (d) & (e): A Statement is laid on the Table of the House.

Statement in reply to Lok Sabha Starred Question No. 179 dated 3.3.2003 regarding Violation of Air Space.
(a)& (b): No, Sir. During the last 3 years, only 26 incidents of violation of Indian airspace by foreign aircraft have occurred during the period from 17th January 2000 to 3rd February 2003. Details are given in the Annexure.

(c), (d) & (e): On 20.11.2002 Lufthansa Cargo Flight DLH 8443 flew over no fly zone designated as Prohibited / VIP area. The incident was investigated and it was found to be due to an error of judgement by the pilot. Lufthansa airlines has been informed of the lapse of their pilot and advised to take corrective action.

On 3.2.2003 an American registered Boeing 757 aircraft N610G while flying from Karachi to Male was noticed flying on air route N-519 when the route was not available for civil operations. Investigations were carried out by Directorate General of Civil Aviation (DGCA), Air Force,Intelligence Bureau, Customs and Immigration. It was found that the ATC Karachi did not guide the pilot correctly and they had no knowledge about operating time of the route. The crew and aircraft were released for operations to Seychelles after questioning. Other incidents of violations pertaining to Ministry of Defence were handled as per their standard procedures.

(f), & (g): Airports Authority of India and Indian Air Force are responsible for monitoring the No Fly zones at radar covered areas. In non-radar covered areas it is ensured that the flight paths approved by ATC do not infringe No Fly zones. The Radar Controllers have been continuously monitoring the violation of No fly zones.

(h): Does not arise.

ANNEXURE

Details of violations of airspace by foreign aircraft during the period from January, 2000 to February, 2003.

Sr. No.	Date of violation	Area of violation	Country of Origin
	2000		
1	17 January	Balurghat	Bangladesh
2	27 January	Cooch Behar	Bangladesh

3 25 February Kargil Pakistan
4 4 April Kishanganj Nepal
5 26 June Balurghat Bangladesh
6 16 August Gorakpur Nepal
7 16 September Gurdaspur Pakistan
8 16 September Gurdaspur Pakistan
9 6 October Dehradun China
10 25 October Bahraich Nepal
11 7 November Lakhimpur Nepal

2001

1. 19 February Chhamb Pakistan

2. 19 February Jammu Pakistan

3. 21 March Jammu Pakistan

4. 14 September Nepalganj Nepal

5. 24 September Darbhanga Nepal
6. 2 November A & N Islands N/K

7 2 November Mechuka China

8. 19 November Mechuka China

9. 23 December Munnabao Pakistan

2002

1. 8 January Jammu Pakistan

2. 13 January Tangdhar Pakistan

3. 11 February Gurdaspur Pakistan

4. 15 April Gorakhpur Nepal

5. 20 November Delhi Malaysia

2003

1. 3 February Mumbai Pakistan